

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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SUBJECT	Air Activity at Ramenskoye and Bykovo Airfields	DATE DISTR.	22 September 1954
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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
 THE APPRAISAL OF CONTENT IS TENTATIVE.
 (FOR KEY SEE REVERSE)

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1. Air activity at Bykovo airfield and at Ramenskoye airfield was observed from Ilinskaya quarantine camp located in a wooded area east of Ilinskaya railroad station on the Moscow-Ramenskoye railroad line. High trees around the camp so limited the observation that only aircraft approaching Bykovo airfield were easily seen. Aircraft which apparently had taken off from Ramenskoye airfield frequently flew over the camp at a very low altitude. 25X1
2. There was intensive flying by twin-engine passenger and transport aircraft which were described and identified as Li-2s and Il-12s. Informant noticed that these aircraft frequently flew on one engine and concluded that they were involved in some kind of training flights. Single-engine trainers and courier aircraft included Yak-18s and Po-2s. No four-engine aircraft were observed over Bykovo airfield. 25X1
3. Aircraft identified over Ramenskoye airfield included MIG-15s which often flew over the camp at a low altitude or climbed steeply in a southern direction. Other MIG-15s practiced aerobatics and very steep dives at high altitudes. After about 1952, a new version of the MIG-15 was observed with modified rudder assemblies which apparently were steeper, and with swept-back wings, similar to delta-wings, fitted lower on the fuselage than on the standard type. Informant believed that he also saw unidentified aircraft 25X1

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with straight wings and a fuselage step. No rocket-powered aircraft or aircraft with radar nose were observed and, although informant remembered having seen an aircraft with an elongated nose, he was not able to describe other features.

4. The Il-28 light bomber was most frequently observed. It was described as a twin-jet with straight leading edges of the wings and a swept-back horizontal fin, a nose wheel, and a long nose. Information obtained on larger aircraft was rather scanty. Informant frequently observed a four-engine aircraft, probably with propellers, flying at an altitude of more than 1,000 meters. The aircraft was similar to the Tu-4 but reportedly had a slimmer fuselage and slimmer engine nacelles. Informant described the aircraft as some kind of a mixture between the Tu-4 and Type 31. From photographs, the aircraft was finally identified as a Tu-4. In 1952, informant observed twice that this four-engine aircraft carried a parasite plane under the right wing. Informant was confused regarding the type of carrier plane when he tried to describe where the parasite was mounted and chose the Type 31 aircraft among the silhouettes. Informant was then told that the Type 31 aircraft could not possibly have been the aircraft observed and was shown a silhouette of the Tu-4 as the type of aircraft probably involved. Although informant maintained that the Tu-4 was not the aircraft observed, he again picked, without hesitation, a photograph of the Tu-4. Informant stated that there were bee-type (sic) four-engine aircraft and also dragon-fly-type (sic) four-engine aircraft but was not able to give further information. Vapor trails in groups of fours observed at high altitudes were probably produced by a four-engine aircraft which apparently was faster than the plane described above.

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5. A helicopter was also observed but could not be described. Between 1947 and 1950 [redacted] the Tushino airfield [redacted] only small trainers at the field. [redacted] rocket power plants were being tested at Khimki. Details were not obtained. Former Plant No. 301 in Khimki [redacted] was believed to be an aircraft plant although no aircraft were seen there.

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6. Informant confirmed the information contained in paragraphs 1 and 2 and added that the twin-engine aircraft observed at Bykovo airfield landed immediately without circling the field. The engines failed often and the German engineers at Sukhumi therefore disliked to take the twin-engine courier plane between Sukhumi and Moscow.
7. The MIG-15 versions observed had various rudder assemblies including the standard MIG-15 rudder assembly, a less-swept-back tail assembly, straight stabilizers, and vertical fins with the horizontal stabilizer set at various places. The tail of one MIG-15 version had a horizontal stabilizer set on top of the vertical fin. Another variation had slightly more tapered wings. No delta-wings were observed. Informant believed that he would have noticed this very characteristic design. The aircraft dived frequently. Any variations of the engine noises were not noticed nor were explosions heard which might have been caused by aircraft breaking the sound barrier. Informant once or twice saw an aircraft, similar in size to the MIG-15, with straight leading edges of the wings. No rocket-powered aircraft or aircraft with fuselage steps were observed.
8. Informant confirmed the information on the Il-28 given in paragraph 4. Il-28s were also seen, sometimes flying in elements of two. Informant once counted 240 four-engine aircraft flying to a parade. The description given indicated that the aircraft involved were Tu-4s. [redacted] the Tu-4 [redacted] the vertical stabilizer of the aircraft observed was less prominent. Among the silhouettes [redacted] the Type 31 [redacted] the long slim fuselage and the long nose forward of the wings were the distinguishing features of the air-

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spring 1953, informant repeatedly observed a parasite, resembling a swept-back fighter, with a wing span of about six meters and a length of seven or eight meters, carried under the right wing of the four-engine aircraft (See Sketch 1 on page 4).

9. In 1953, informant observed a twin-jet aircraft with swept-back wings and an elevator assembly attached to the fuselage. The steep vertical fin was almost rectangular. Distinguishing features of the aircraft included the sharply tapering wings, the cigar-shaped devices at the wing tips which were too small for wing tip tanks, and the long, very slim fuselage. The very long engine nacelles were underslung. Possibly the aircraft carried two staggered engines under each wing. The aircraft was larger than the IL-28 but smaller than the Tu-4 or Type 31. [redacted] sketch of the I-150, [redacted] the aircraft observed had a different tail assembly and a more prominent sweep-back. There was no similarity to the Type 17. [redacted] the B-47 [redacted] except for the swept-back wings, there was some likeness to the Type 35 aircraft (see Sketch 2 on page 4).

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10. An aircraft resembling the top view of the MIG-15 but with a shorter fuselage which seemed to be drawn up at the tail was observed once or twice flying at a high altitude or at a long distance (see Sketch 3 on page 4).

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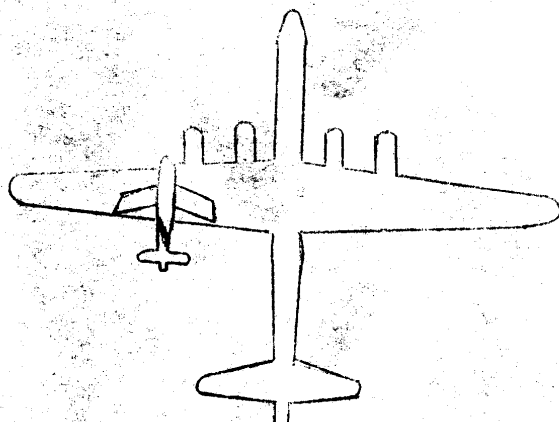
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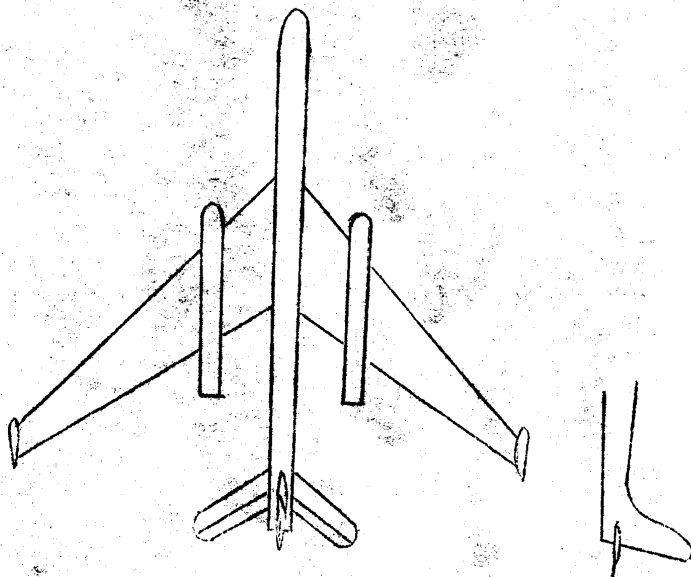
Sketch No. 1

Four-engine Aircraft with Parasite Observed at Ramenskoye Airfield



Sketch No. 2

Unidentified Aircraft Observed at Ramenskoye Airfield



Sketch No. 3

Unidentified Aircraft Observed over Ramenskoye Airfield



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